

PACIFIC FRUIT EXPRESS COMPANY

August News Letter

San Francisco, August 10, 1956

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1956			1955		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE cars</u>	<u>Foreigns</u>	<u>Total</u>
July	31,121	4,876	35,997	31,229	6,463	37,692
Jan-July	205,270	21,803	227,073	193,622	21,916	215,538

Car Situation

A satisfactory car situation existed going into August, with ample supplies in Northern California loading areas and a plentiful westbound overland tide. Foreign empties directed to PFE service late in July to meet a heavy increased load from Idaho and San Joaquin Valley were turned away effective August 4. Present indications are that August business can be protected with PFE and BAR cars.

Crop Conditions

Along Southern Pacific:

In Oregon current shipping consists principally of frozen foods and miscellaneous commodities from Willamette Valley. The Rogue River Valley pear crop appears in good condition with a probable shipping crop estimated at 4000 cars. Harvesting should commence late in August with eastbound shipments to get under way after Labor Day.

In Northern California the seedless grape movement is under way in full volume from Bakersfield section with harvest advancing northward. Elberta peach harvest will be completed by August 15, and plums will be moving only from storages in San Joaquin Valley and Mountain area by that time. Pears are in full production from Walnut Grove section with harvests spreading steadily to Placerville section and Hill points. N.W.P. pear shipments commenced August 7 and will be in full swing by August 15. San Joaquin Valley cantaloup harvest and shipping continue in heavy volume from Huron to Westley along West Side and is getting into volume in Sacramento Valley. Lettuce and carrots will continue to move heavily through the month.

The heavy loading season is over in Southern California. Shipping from this area consists principally of citrus fruits from Ventura, Orange and Riverside Counties; miscellaneous vegetables from Oxnard and Guadalupe districts, and frozen foods and miscellaneous commodities from Colton-Los Angeles area.

Along Union Pacific:

In Idaho potato deal got off to a good start in July and steady movement was maintained until early in August when markets

August 1935

San Francisco, August 10, 1935

Mr. E. J. ...

Table 1. Loadings

	1935		1934	
	Per Car	Total	Per Car	Total
July	31,151	4,670	35,097	31,329
Jan-July	202,270	21,803	227,077	193,682
			21,916	21,916
			21,916	21,916

Car Situation

A satisfactory car situation existed from August 1st until August 10th. In Northern California, loading areas and a plant-... with ample and lines in Northern California, loading areas and a plant-... (a) westbound overland lines, foreign supplies directed to the service... late in July to meet a heavy increase in demand from the San Joaquin... Valley were turned away effectively August 4th. Present indications are... that August business can be protected with the B&N cars.

Crop Conditions

Along Southern Pacific:

In Oregon current shipping consists principally of frozen... and miscellaneous commodities from Willamette Valley. The Rogue... River Valley pear crop appears in good condition with a probable ship-... crop estimated at 1000 cars. Harvesting should commence late in... August with westbound shipments to get under way after Labor Day.

In Northern California the peach harvest movement is... under way in full volume from Sacramento section with harvest advanc-... ing northward. Alameda peach harvest will be completed by August 15th... and pines will be moving only from storage in San Joaquin Valley and... foothill area by that time. Pears are in full production from Walnut... Grove section with harvests appearing steadily to Riverside section... and Hill Point. Pears, pear shipments commenced August 7 and will be... in full swing by August 15th. San Joaquin Valley orchard harvest and... shipping continue in heavy volume from Hume to Westley along West... Side and is getting into volume in Sacramento Valley. Apples and... carrots will continue to move heavily through the month.

The heavy loading season is over in Southern California... Shipping from this area consists principally of citrus fruits from... Ventura, Orange and Riverside Counties; miscellaneous vegetables from... Oxnard and Santa Barbara districts; and frozen foods and miscellaneous... commodities from Cotton-Los Angeles area.

Along Union Pacific:

In Idaho potato hauls are off to a good start in July and... every movement was maintained until early in August when harvest

weakened resulting in some slowing down in shipping. The potato situation as a whole appears healthy and a steady movement in fair volume is anticipated. Onion loadings should increase gradually as the month progresses.

On Northwest District shipping is below normal due to freeze damage incurred last Fall in Yakima Valley and Milton-Freewater Districts. Current loading consists principally of frozen food, beer and canned goods, with tree fruits to commence latter part of August. Some potatoes are moving from Yakima Valley and Boardman, Ore. districts.

In Eastern District the Colorado vegetable crops are in good condition due to having received plenty of moisture. Shipments should be steady though light, through the month. There is a heavy truck movement of vegetables from this area.

Northern Colorado potato crop of some 7000 acres is in very good condition with shipments averaging 5 to 7 cars daily. Peaches are expected to be under way by August 15. The crop is somewhat below last year, but still above average.

Nebraska potatoes from Kearney District are under way and should move steadily at 10 to 12 cars daily.

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Except for some minor details, conversion of our Roseville Car Icing facilities to mechanical icing has been completed at a cost of some \$1,400,000. New delivery facilities have been provided both inside and outside the ice storage rooms. Inside the rooms a belt conveyor operates at 300 feet a minute and can be raised or lowered to remove ice at various levels.

Three car icing machines and three salt lorries delivering measured quantities of salt to car bunkers have been installed on the 110-carlength icing platform, while two icing machines and two salt lorries are operated on the 80-carlength platform.

A pneumatic tube system has been installed from the Southern Pacific Yard office for transmission of train lists, etc.

Icing machines are radio-equipped, permitting the operator to talk through the P-A system to the foreman or to the storerooms.

Bulk salt is loaded via elevator-conveyor into a large storage hopper and from there by conveyor to lorries spotted for filling as required.

Mechanical blue flag system is presently being installed, and equipment on icing machines to give the operator direct control over the movement of ice to his machine will probably be ready in two weeks.

This modernization program has speeded the icing service at Roseville and eliminated much of the manual labor formerly necessary in our car icing service.

K. V. Plummer

weakened resulting in some slowing down in shipping. The potato situation as a whole appears healthy and a steady movement in the volume is anticipated. Onion loadings should increase gradually as the month progresses.

On Northwest District shipping is below normal due to those damage incurred last fall in Yakima Valley and Willamette Valley. Current loadings consist principally of frozen food, beer and canned goods, with free fruits to commence latter part of August. Some potatoes are moving from Yakima Valley and Corvallis, Ore. districts.

In Eastern District the Colorado vegetable crops are in good condition due to having received plenty of moisture. Shipments should be steady through the month. There is a heavy truck movement of vegetables from this area.

Northern Colorado potato crop of some 7000 acres is in very good condition with shipments averaging 5 to 7 cars daily. Peaches are expected to be under way by August 15. The crop is somewhat below last year, but still above average.

Nebraska potatoes from Kearney District are under way and should move steadily at 10 to 15 cars daily.

Except for some minor details, conversion of our Roseville Car-Lift facilities to mechanical form has been completed at a cost of some \$1,400,000. New delivery facilities have been provided both inside and outside the ice storage rooms. Inside the rooms a belt conveyor operates at 300 feet a minute and can be raised or lowered to remove ice at various levels.

Three car lift machines and three self-loading delivery machines are in use. Quantities of salt to car bunkers have been installed on the 110-car length lifting platform, while two lifting machines and two self-loading machines are operated on the 80-car length platform.

A pneumatic tube system has been installed from the South San Pacific Yard Office for transmission of train lists, etc.

Lifting machines are radio-equipped, permitting the operator to talk through the 1-A system to the foreman or to the storeroom.

Self salt is loaded via elevator-conveyor into a large storage hopper and from there by conveyor to trucks spotted for lifting as required.

Mechanical blue flag system is presently being installed and equipment on lifting machines to give the operator direct control over the movement of ice to his machine will probably be ready in two weeks.

This modernization program has speeded the lifting service at Roseville and eliminated much of the manual labor formerly necessary in our car lifting service.